NI Bulletin

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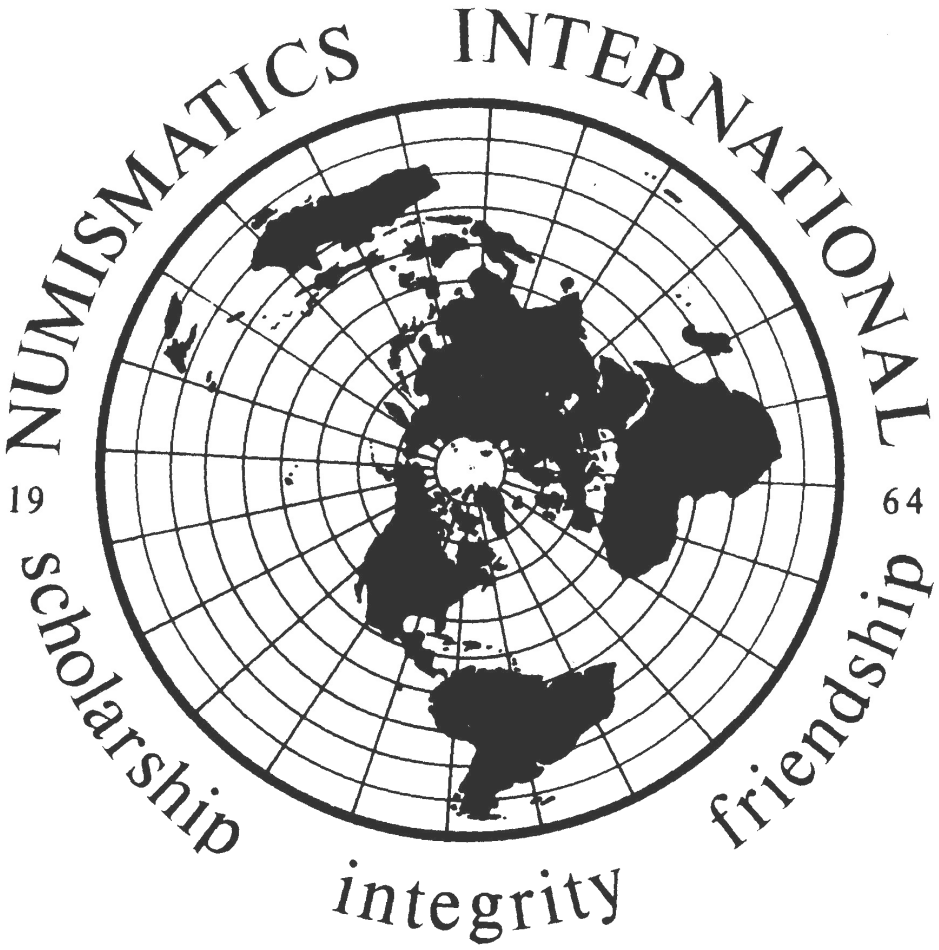

September 2006

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From the Editor's Desk

This issue marks the beginning of my second year as your Bulletin editor; it hardly seems possible that a year has passed since my first Bulletin in September 2005. For me it was an exciting year of learning the editing process and working with your board of governors. I am encouraged by the board's initiatives to expand the reach of Numismatics International, such as launching the Yahoo discussion group and initiating dealer notices.

I am always in need of material for the Bulletin and favor articles written by members. My thanks to each of you who submitted material during my first year. It will be interesting to see who will win the article contest in 2006 as we had some good articles.

In this edition we offer some articles with interesting background information which places the numismatic items in historical context. I hope you enjoy them.

Herman Blanton

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Membership Report

The following person and club have applied for membership. Unless objections in writing are received by November 1, 2006 the memberships are effective that day.

2685-MT Denton Coin Club, 1622 W. University Drive, Suite B #404, Denton, TX 76201 (No collecting interest specified).
2686-MT John O'Neill, 738 Main St., PMB240, Waltham, MA 02451-0616 (No collecting interest specified).

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Andreas Hofer
The Tyrolean Insurrectionist and His Numismatic Legacy

James F. Martin NI #2657

Andreas Hofer -Tyrolean Patriot

In the age of the Napoleonic conquests in Europe, Andreas Hofer, a patriot of the Tyrol, stood against the tide, leaving a minor numismatic legacy. Born in November of 1767 at St. Leonhard in the Tyrol, he was the son of a long standing family of

innkeepers. When Andreas inherited the *Sandhof Inn* from his father he was already involved in the local horse and wine trade. This respectable background and the contacts he developed in his trade were to serve him well when combined with his natural leadership abilities. Before we take a look at his heroic insurrection against the Bavarian and Napoleonic forces, let's examine the historical backdrop of the rebellion.

The Tyrolean region of Austria is located at the eastern end of the Alps and connects northern portions of Europe with the northeastern areas of Italy. As such it was a major trade route, and the people of the area had to be obstinate and proud of the their culture in order to maintain their identity. During the Middle ages the Tyrol was incorporated into the southern part of the Duchy of Bavaria. Later, the area was ceded to Duke Rudolph IV of the House of Hapsburg, whence its traditional association with Austria down to the present day.

Napoleon first marched on Tyrol in June of 1796, during the 1st Republic of France. Under this threat many Tyroleans gathered in the parish church in Bolzano (in Italy today) and vowed that if God granted them victory they would hold an annual religious procession. Their first strike against Napoleon led to victory at the Battle of Springes in 1797, and true to their word, the veneration of the Sacred Heart that they believed brought them victory is still celebrated today.

Upon abandonment of the plan to invade Britain, after several missteps culminating in his defeat at the Battle of Trafalgar, Napoleon again turned his attention to conquests on the Continent. In response the United Kingdom, Austria, Russia, Naples, Sweden, and later Prussia, formed the Third Coalition against his advances (1805). The two previous Coalitions had been against the French revolutionary state, but this one was the first to oppose the new French Empire. With Napoleon's forces concentrated around Boulogne, the Coalition organized attacks against them in Germany and Italy. An initial success forced the Bavarians, allied to France, to abandon Munich. Napoleon quickly moved across the Rhine River, and met the Austrian forces at Ulm, Germany. This forced the surrender of the Austrian forces and caused the Russian army to flee east and then northward to meet reinforcements. With this victory Napoleon headed north and found the Third Coalition allies in a defensive position at Austerlitz in the Austrian homeland. There, in a battle described by Bonaparte himself as his finest ever, the Austrians were destroyed when they fell victim to a feigned French retreat. With this defeat the Coalition abandoned their planned efforts in Italy and northern Germany. By the Treaty of Pressburg, Austria was eliminated from the Coalition and evicted from Italy. This event, and the clean-up operations in Austria and the Tyrol, set the stage for our look at the heroics of Andreas Hofer.

Part of the Treaty or Peace of Pressburg in 1805 was that the Tyrol was ceded to the German State of Bavaria. By this time Andreas Hofer had already been involved in government and the military. He had been elected to the Tyrolean *Landtag*, a representative assembly with some legislative authority, and he had served as a sharpshooter and a militia captain during the Third Coalition period. With the cession of the Tyrol to Bavaria Andreas became a leader of the anti-Bavarian movement.

The Emperor of Austria, Franz I, called a delegation together in Vienna in January of 1809; the mission was to organize a possible uprising. Andreas Hofer was part of that delegation, and was there to begin the rebellion on April 9, 1809. His first mission, after mobilizing his Passeier Valley militia, was to march through the Jaufen Pass to Sterzing (Vipiteno) where they seized the town and took the Bavarian occupation forces prisoner. They inflicted further casualties as they pursued General Bisson's troops through the Wipp Valley. This led to the first victorious occupation of Innsbruck. With the fame of these victories Andreas Hofer was seen as a true leader and his stature as a major player in the rebellion was recognized. Sadly, the rebellion's chances of ultimate success waned when Napoleon defeated the Austrian forces of Archduke Charles. With that Bavarian forces reoccupied Innsbruck and Napoleon's troops left the area. Once again rebellion flared.

Events now came fast and furious. At the first and second battles at Iselberg (Berg Isel) on May 25th and May 29th, Hofer's troops defeated the Bavarians again and drove them out of the country. Hofer took Innsbruck on May 30th. The day before Andreas Hofer had received a promise from the Emperor that any peace treaty signed by him would not include giving the Tyrol back to the Bavarians. Franz I then sent Austrian Intendant Hormayr to rule Tyrol and Hofer returned home. This agreement did not hold and upon the Austrian defeat at the Battle of Wagram on July 6th the Tyrol was again ceded to the Bavarians. To end this see-saw situation in the region Napoleon sent 40,000 French and Bavarian troops to take over Tyrol and reoccupy Innsbruck. With no hesitation Andreas Hofer sent word throughout the valleys of the Tyrol to join battle yet again. As a deeply religious man Andreas never claimed glory for himself and is known to have declared "Not me, not you either, but Him up there!" Preceding this latest struggle he rallied the troops by uttering another famous slogan: "You've been to Mass; you've had a schnapps. Now forward in the name of God!"

At the third battle of Berg Isel on the 13th and 14th of August, Commander Haspinger carried the day. During the tough 12 hour fight Andreas Hofer had stood for some time in the heat of battle inspiring his troops to fight on. Ultimately, Marshal Lefebvre and his French troops were defeated but Intendant Hormayr had fled leaving Hofer as supreme commander of Tyrol's armed forces. In this leadership vacuum Hofer declared himself governor of the province. He moved into the governors residence, known as the Hofburg, and ruled the land in the name of the Emperor of Austria for two months (Aug 14 - Oct 14, 1809). One can assume that during this short period Andreas Hofer had the authority and the means to have his two rebellion coins minted (Figures 1 & 2 below).

The signing of the Treaty of Schönbrunn on October 14, 1809 once again sealed the fate of Tyrol. Unbelievably, the province was again ceded to Bavaria. With the promise of amnesty, Hofer and his troops laid down their weapons. However on November 12, Hofer, having received false reports of Austrian victories, tried to rally his troops once again. This time the prospects appeared dim and the few who answered his call were quickly defeated by the French at the fourth battle of Berg Isel. Andreas Hofer and his last faithful follower, Kajetan Sweth, were forced to hide out in a hut high up on the Pfandler Alm, a mountain pasture in his beloved Passeier Valley. The French offered a reward of 1500 guilders for Hofer and in betrayal a

neighbor named Franz Raffl revealed his hiding place. Italian troops were sent and Hofer was captured on January 2, 1810. Andreas Hofer was sent to face a court martial in Mantua. Napoleon himself had given the order to "give him a fair trial and then shoot him." While Napoleon later claimed to Prince Metternich that Hofer was executed against his wishes, he did face a firing squad on February 20, 1810. He faced his executioners and refused to wear a blindfold. In a last letter to a friend he wrote "Goodbye cruel world. Death comes so easily to me that there will be no tears in my eyes."

The prophecy he expressed to his confessor shortly before his execution, "The Tyrol will be Austrian again," was proved true just three years later. In 1823 the remains of Andreas Hofer were moved from Mantua, Italy, to the court chapel in Innsbruck, Austria, where his life-size marble statue now stands. Before this, in 1818, Franz I had given a patent of nobility to the Hofer family. In a final tribute a large bronze statue of Andreas Hofer was placed at Berg Isel in 1893. His story of sincere piety, self-sacrificing patriotism and noble sense of honor has been an inspiration to poets and youthful idealists ever since.

Provincial symbol of Tyrol
Crowned, red spread eagle with laurel wreath around the head

Andreas Hofer - Numismatic Heritage

In the brief two month period between August 14 and October 14, 1809, Andreas Hofer held a self-appointed position of power that afforded him the opportunity to mint two denominations of coinage. Andreas believed he had the authority under the Emperor to mint coins as part of his duties; the general design and the old Germanic expression on the 20 Kreuzer piece indicates this. In order to reward Hofer, and perhaps to ratify his temporary government, Emperor Franz I presented him with a gold medallion. There is no indication that this medallion still exists.

Figure 1

1 Kreuzer, copper: Obv: GEFURSTETE GRAFTSHAFT TIROL (Princely County Tyrol). Crowned spread eagle of Tyrol, with laurel wreath around the head. Rev: EIN (1) KREUZER 1809 within a wreath consisting of two different laurels. The edge has a floral pattern. Varieties exist; any help attributing those by documenting them at www.Moneta-Coins.com would be appreciated! Listed as copper, the piece is ~ 24 mm in diameter and weighs about 4.7 grams. References for this coin include: Austrian Province Tyrol KM 148; Craig 41; Lapa 265, Eklund 118 and Neumann I 1351-3.

Figure 2

20 Kreuzer, silver: Obv: GEFURSTETE GRAFTSHAFT TIROL (Princely County Tyrol). Crowned spread eagle of Tyrol, with laurel wreath around the head. Rev: 'NACH DEM CONVENTIONS FUSS' (literally: "After the convention's foot") the old Germanic meaning of which may be something like: 'Freedom after the Convention' alluding to the January meeting with Franz I, when the decision to raise an insurrection occurred. 20● Kreuzer●.' w/ two different sprigs of laurel below

'*1809*.' Edge has a floral pattern. KM states there are three varieties; it would be wonderful to be able to document these at the Moneta Temple site (www.Moneta-Coins.com). Austrian Province Tyrol KM 149; Craig 42.

When Austria initiated its post-World War II 50 Schilling series of commemoratives it began with Andreas Hofer and the 150th Anniversary of the 1809 insurrection. As the first in the series it is the only one to show the denomination in written form (Fünfzig) rather than numerically. It is also the only coin in the series to show the traditional eagle reverse. The eagle, however is Tyrolean rather than Germanic. This coin has never been a strong collector piece and presents a conservative design which is fitting for the occasion. It was minted at a time when Europe was just beginning to fully recover from the ravages of the Second World War. Outside of Austria and surrounding areas Andreas Hofer is not well known. Krause-Mishler lists it as KM 2888; the coin is about 35 mm in diameter and weighs 20 grams in 0.900-fine-silver. KM lists it as 'No Date', and it's true that the dates shown serve to illustrate the 150 years since the rebellion, but 1959 is there and rather boldly at that. KM also sometimes fails to indicate a mintage figure; nearly 3 million business strikes were pressed and another 800 in proof. As the 200th Anniversary is fast approaching I fully expect Austria to grace collectors with another rendition of Andreas Hofer and I suspect we'll get another Tyrolean eagle too.

Figure 3

Austria 50 Schilling, 1959 Andreas Hofer Insurrection Commemorative

The Tyrol issued the world's first crown-sized silver coin in 1484 (Craig) or 1486 (KM). Austria continued to strike coins of regular Austrian types at Hall (F) until 1807. Other mintmarks for Hall are FH, G, H, HA. Curiously, Franz I had previously been known as Franz II while enthroned as Holy Roman Emperor (1792 - 1806). He became known as Franz I of Austria (1806 - 1835) when Napoleon dissolved the former Holy Roman Empire through conquest.

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The Atlantic Cable Medal of 1866

Herman Blanton NI #LM115

The completion of the Transatlantic Cable in 1866 is a milestone in history, especially the history of communication. The cable made it possible for North America and Europe to be connected telegraphically in practically instant communication, so that news could henceforth be transmitted between continents in a matter of a few minutes instead of 10 days each way for transatlantic ship passage. The year 2006 marks the 140th anniversary of the successful laying of the cable. The subject medal was presented in 1867 to show appreciation for the efforts made and risks taken to complete the task.

The transatlantic cable was the dream of more than a single person, but no one person stands out more than Cyrus Field as the driving force behind the project to develop and install the transatlantic cable. In 19th century parlance, Field is referred to as the "projector" of the cable. In this article we only touch on the history of the project, as our interest is primarily about a commemorative medal issued for it. For history of the transatlantic cable see the bibliography for suggested reading.

The 1857 & 1858 Cables

The first attempt at laying a transatlantic cable was made in 1857 as a joint enterprise between England and the United States. Twenty-five hundred nautical miles of cable was designed, manufactured and loaded upon two ships, as no single ship was able to handle such a great load. The engineers and scientists among the expedition included Charles Bright, William Thomson (later Lord Kelvin), Edward Whitehouse and Samuel Morse. Starting from Valentia Bay, Ireland, they laid four hundred miles of cable before it broke and vanished under the sea. Cyrus Field signaled the ships of the expedition to meet, to discuss the matter, review what had been learned so far and do experiments; afterwards they returned to England. The failed expedition consumed most of the £350,000 capital (about $45 million today), but Field was not deterred.

In 1858 the second expedition commenced, under chief engineer William Everett, who had designed a new "paying out" machine for laying the cable; they had determined the original machine had caused the first failure by braking too hard, causing the cable to break in two. The other engineers were Charles Bright, Samuel Canning, William Thomson and C.V. de Sauty. Cyrus Field again led the expedition and that year two ships, each carrying half the cable, met in the mid north Atlantic, spliced the cable ends and laid cable in both directions simultaneously. As the cable was laid, an electrician aboard ship on each end tested the cable. A terrific storm buffeted the fleet and nearly sank the *Agamemnon*, pushing her off course by 200 miles. After the storm was over, the fleet met and reviewed damages. It was decided to abandon the cable so far laid and lost, and start over, figuring there was sufficient cable left to complete the project.

After laying approximately 150 miles in each direction, the cable broke and was lost again. A review showed that the cable had failed at a place where it had been damaged in the storm (from sliding and crashing on deck). Still undaunted, Field returned to London to get supplies to restart the cable laying again, although some of

the directors gave up hope and resigned from the company. On July 29th, 1858, the ships met and spliced the cable in the mid Atlantic once again. After much effort and many trials, the cable was successfully landed in Trinity Bay, Newfoundland, on August 5th, 1858.

The cable did not function very well and it was until August 16th that the first official message was transmitted, a letter of congratulations from Queen Victoria to President Buchanan, within a month however, the cable had failed completely.

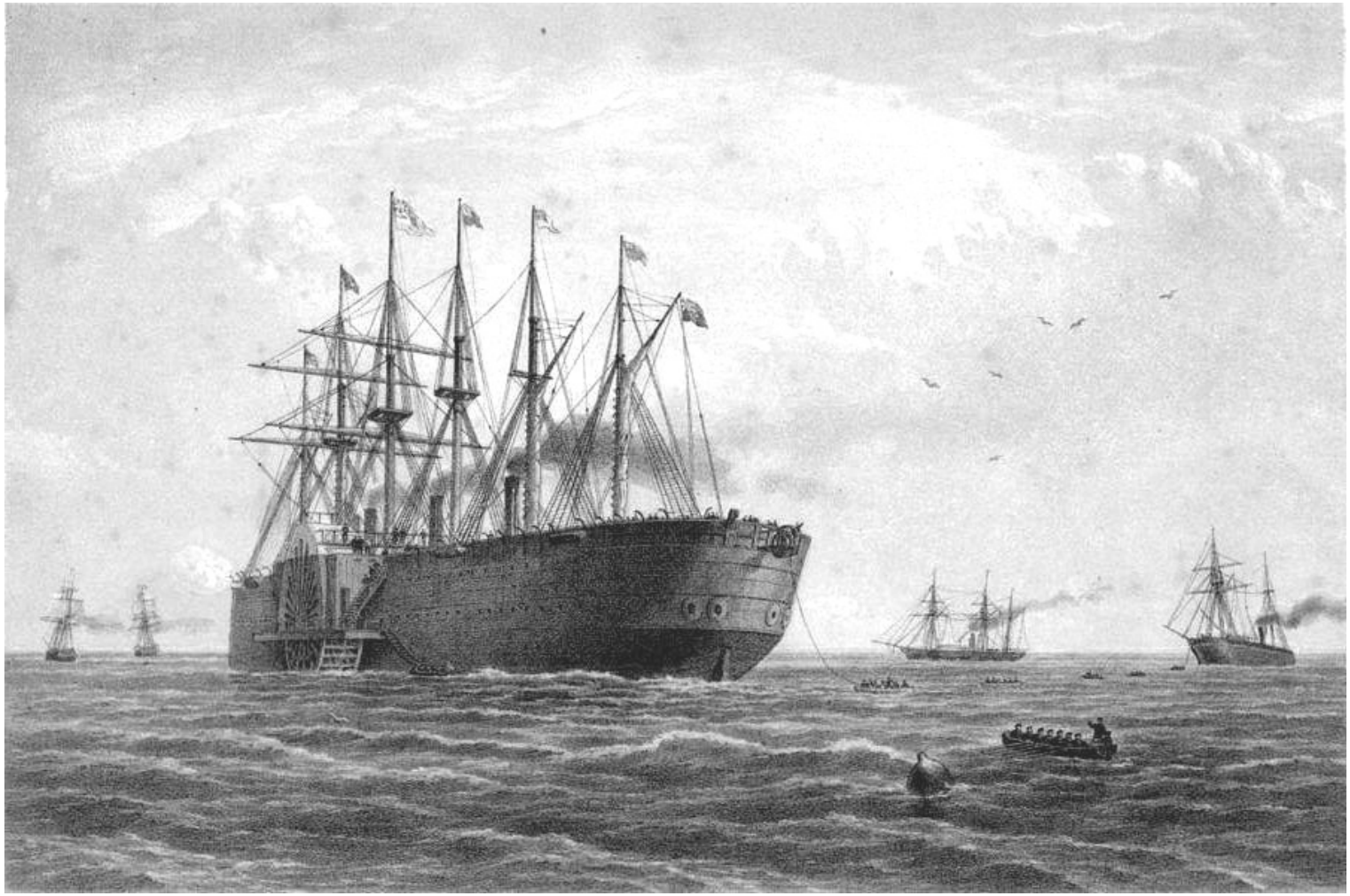
Map of the 1858 Atlantic Cable Route (Courtesy of Bill Burns)
From *Frank Leslie's Illustrated Newspaper, August 21, 1858*

The *Great Eastern*

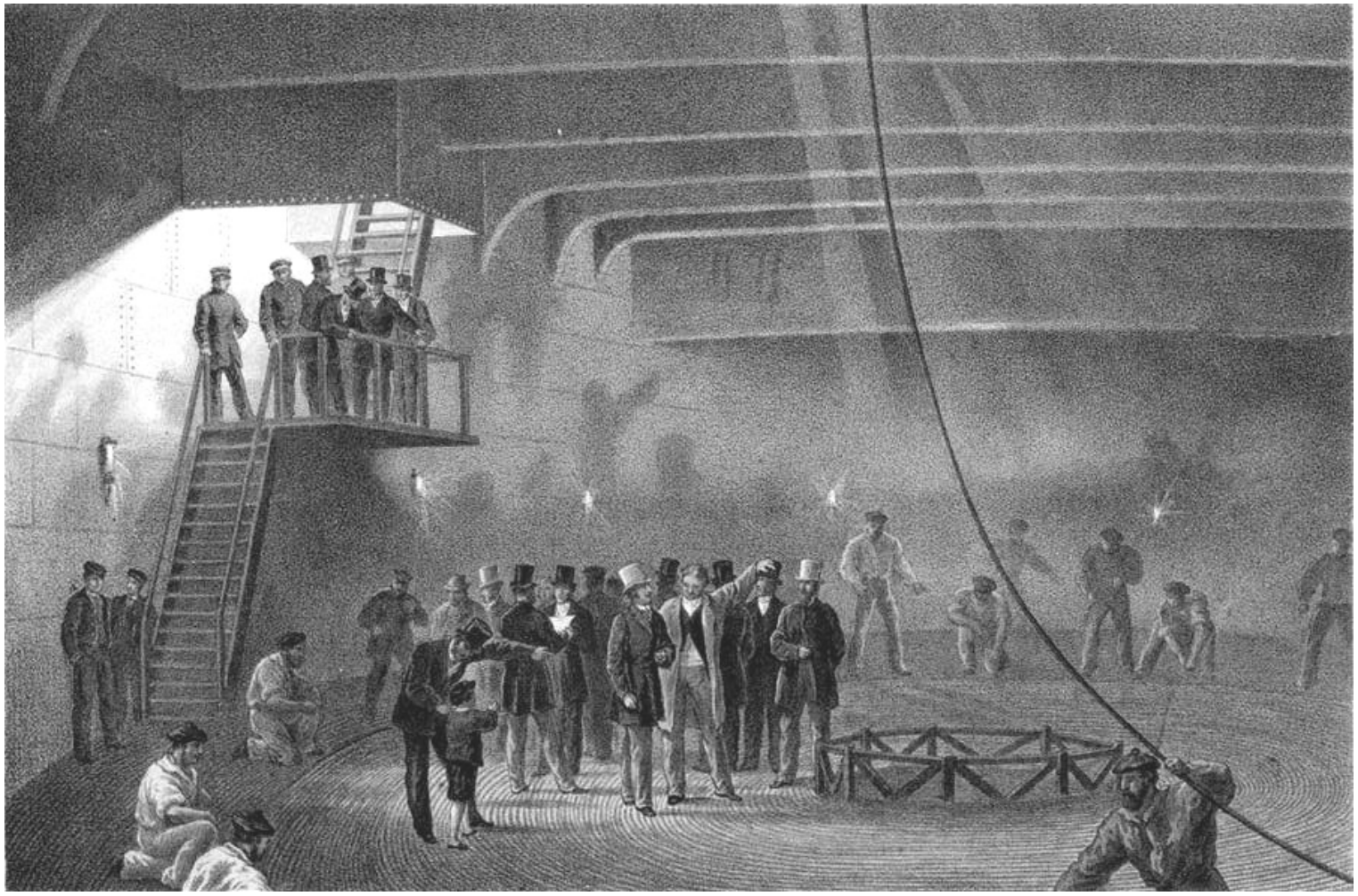
Before another attempt to lay a cable could be made, the US Civil War erupted, putting the project on hold. It would be 1865 before another expedition was started. In the meantime the world's largest ship was completed in 1858 and put into service, the *Leviathan*, renamed the *Great Eastern*. She was the largest ever built until that time, dwarfing every other ship afloat. Designed by Isambard Kingdom Brunel to be the greatest ship ever made, she proved to be too far ahead of her time to be a commercial success, and was converted from a passenger/mail liner to a "cable ship." "She was six times larger than any previous ship. Nearly 700 feet (213 m) long and 82 feet (25 m) broad, she would carry 4,000 passengers (or 10,000 soldiers as a troopship) and 6,000 tons of cargo."[1] It would take 40 more years before ship designers would surpass her in size; two notables of the later large ships were the *Lusitania*, built in 1906, 762 ft in length and the *Titanic*, built in 1912, at 883 ft.

The following two images are of the *Great Eastern* during the 1865 expedition, drawn by Robert Dudley and included in William Russell's book *The Atlantic Telegraph*, published in (1865). Provided here courtesy of Bill Burns, who operates the Web site *History of the Atlantic Cable & Submarine Telegraphy* http://www.atlantic-cable.com (accessed 1 July 2005).

[1]Website of National Maritime Museum, London. *Steam: A New Era, Leviathan*, http://www.nmm.ac.uk/searchbin/searchs.pl?exhibit=it1066j&axis=1120444173&flash=true&dev= (accessed 1-July-2005).



The *Great Eastern* under way, July 23: escort and other ships introduced being the *Terrible*, the *Sphinx*, the *Hawk*, and the *Caroline*.



Coiling the cable in the after-tank on board the *Great Eastern* at Sheerness: visit of H.R.H. The Prince of Wales on May 24

The 1865 Cable

For the 1865 expedition the cable was redesigned, both the copper core and the insulation. The new cable weighed 3,750 lb per mile whereas the 1857 cable had weighed 2,000 lb per mile. Cyrus Field again led the expedition, as well as coordinating the funding for it. Captain James Anderson was on loan from the Cunard shipping line to command the *Great Eastern*. The electricians that year were C.V. de Sauty, William Thomson and Cromwell Varley, and the chief engineer was Samuel Canning.

With the European end of the cable landed in Ireland, the *Great Eastern* began laying out cable on July 23rd, 1865. The cable laying operation went much smoother than before and the principal difficulties were with the cable itself. From time to time faults were detected; with each fault detected the cable was cut, retrieved back on board, repaired and spliced before resuming the paying out of the cable. When the expedition was within 600 miles of Newfoundland, another fault was detected. During the retrieval of the cable it broke and vanished, again, under the sea.

Chief engineer Canning determined to retrieve the broken cable by using lengths of wire rope connected together with shackles and terminated with a grappling hook. Captain Anderson navigated the ship to the east and south of where the cable lay, Canning lowered the hook to the bottom of the sea, the ship steamed northward until the cable was hooked. The cable was raised until a shackle broke, sending the cable and a length of the wire rope to the ocean floor. The process was repeated with some adjustments in the technique, each attempt failing, until they were out of wire rope. There was not enough cable left to start over, so the expedition returned to England, a failure, yet again.

The 1866 Cable

Learning from the 1865 expedition, changes were made to the cable design, the cable paying out machine and the *Great Eastern* itself. With these changes the crew could retrieve the cable by running the paying-out machine, in reverse without snagging the cable in the ship's propeller.

With the shore end of the cable landed in Ireland, the *Great Eastern* started out on the inauspicious day of July 13th 1866, a Friday. The chief engineer was Samuel Canning, the chief electrician Willoughby Smith with consultant William Thomson. By Tuesday the 24th of July, the *Great Eastern* had passed the point where the 1865 cable had broken, traveling 60 miles to the south of it, for the expedition had plans to retrieve the 1865 cable and did not want the two cables close to each other for the grappling procedure. On July 27th, 1866 the cable was spliced with the shore-end at Heart's Content, Newfoundland; **the cable was laid**. Cyrus Field sent the following report to New York, "Heart's Content, July 27 – we arrived here at nine o'clock this morning. All well. Thank God, the cable is laid, and is in perfect working order. Cyrus W Field.[2]"

[2] Field, Henry M. 1893. "The Story of the Atlantic Telegraph." p. 344.

The expedition now turned to the task of retrieving and splicing the 1865 cable, some 600 miles to the east. Two of the ships in the cable fleet, the *Albany* and the *Terrible*, departed Heart's Content on August 1st, 1866. The *Great Easter*n and *Medway* followed on August 9th. For more than three weeks and with much difficulty, the ships fished the ocean floor for the cable. Success finally achieved on the 30th attempt, the cable was spliced on September 2nd. They were able to do this through an ingenious technique of lifting the cable only part way up off the ocean floor, greatly reducing the load on the grappling ropes as well as on the cable itself. This they did at multiple points along the cable, each rope connected to a buoy supporting only part of the load of the sea cable. Then they intentionally broke the end of the cable so the main length of cable could be raised completely and spliced. After the splice was made at sea, the *Great Eastern* laid cable westward to Heart's Content and landed the second cable on September 7th, 1866.

The successful completion of the cable was met with much celebration and recognition in England and the United States. One of the celebrations was the awarding of a gold medal in Liverpool, the subject of this article.

The primary source is the minute books of the American Chamber of Commerce, Liverpool. The Chamber was founded in the year 1801, in Liverpool, as an English association to promote trade between England and the USA. The association was dissolved in 1908. A survey of the minutes tells that cotton was the primary trading commodity. As the telegraph cable project overlapped the US Civil War, the minute books are an interesting read from the cotton trade aspect as well as the subject medal.

The Chronology of the Medal

The 1866 cable was landed at Heart's Content Newfoundland on July 27th, 1866. The 1865 cable was retrieved from the ocean floor, spliced and tested on the 2nd of September, 1866. The main company of the expedition arrived back in England the same month; this is when the history of the medal commences.

"Note: The chronology of the medal published in the Numismatics International Bulletin is abridged; the full version includes transcriptions of complete sections from the Minute Books of the American Chamber of Commerce Liverpool, the sections related to the Atlantic Cable Medal and banquet. If the reader would find tracing the medals origin step by step interesting, please see the full version—ed."

American Chamber of Commerce, Liverpool

Laying of the Atlantic Telegraph Cable

This Chamber was invited by the Chamber of Commerce to cooperate with that Body in a banquet to be given to the principal gentlemen connected with the successful completion of the Atlantic Cable but it was not deemed expedient that this Chamber as an associated Body should take part in the proposed entertainment. It was however considered proper that the Chamber as the oldest Mercantile Association in Liverpool and as representing in a special manner the American trade should in some way make its sense of the great importance of the completion of this undertaking and of the skill and perseverance of those by whom it has been accomplished. It was therefore resolved after full consideration that handsome gold medals commemorative of the event should be presented by the Chamber to the Chiefs of the Departments engaged in the work, viz. To Captain Sir James Anderson, Sir Samuel Canning, Mr. Willoughby Smith and Mr. Cyrus W. Field. The Medals have been struck by Messrs Wyon of London from designs submitted by them and approved by the Chamber and it remains for the Chamber to decide how they shall be presented.

Liverpool January 1867

Resolved That the Report be received and adopted.

(The Liverpool Chamber of Commerce invited the American Chamber of Commerce, Liverpool; these were two distinct organizations—ed).

American Chamber of Commerce, Liverpool

Monday 18th February 1867

Atlantic Cable, Presentation of Medals

The President was requested to write to Sir James Anderson, Sir Samuel Canning, Mr. Willoughby Smith and Mr. Cyrus W. Field to intimate that the Chamber had resolved to present a Gold Medal to each of them to commemorate the successful laying of the Cable and to enquire whether Thursday the 14th of March would suit them to be present at a Banquet when they would be presented.

Mr. Maclean undertook to see Mr. Eberle as to the arrangements for the Banquet and to report to the next Meeting.

Taken from Mr. Willoughby Smith's book *The Rise and Extension of Submarine Telegraphy*, a transcription of the letter of invitation from the American Chamber of Commerce, Liverpool.

Mr. Willoughby Smith's book

On the 19th February, 1867, I received the following letter:

American Chamber of Commerce, Liverpool, February 18th, 1867.

Dear Sir,—The American Chamber of Commerce of Liverpool being desirous of commemorating the successful completion of the Atlantic Cable between England and America, resolved in September last to present Gold Medals to yourself, Sir Samuel Canning, Sir James Anderson, and Mr. Cyrus W. Field, as representing the enterprise.

The Medals are now ready, and it is proposed that they should be presented at a banquet to be given by the Chamber at Liverpool on the 14th of March next.

I have ascertained that this day will suit the convenience of Captain Sir James Anderson and Mr. Cyrus W. Field, and I shall be obliged if you will let me know as early as possible whether you will be able to honour the Chamber with your presence at the time proposed, or if not, what other day in that week will suit you, as Sir James Anderson and Mr. Field leave England in the following week.

I remain,
Yours truly,
HENRY W. GAIR, President.

WILLOUGHBY SMITH, Esq.,
Anglo-American Telegraph Co.,
London.

THE ILLUSTRATED LONDON NEWS
No. 1419 – Vol. L. SATURDAY, MARCH 30, 1867. WITH A SUPPLEMENT, FIVE PENCE

ATLANTIC TELEGRAPH MEDAL GIVEN BY THE AMERICAN CHAMBER OF COMMERCE AT LIVERPPOOL

The American Chamber of Commerce at Liverpool resolved some months ago that a gold medal should be made and presented by the Chamber to Sir Samuel Canning, chief engineer; Mr. Cyrus W. Field, of New York, the original projector of the Atlantic Telegraph; Sir James Anderson, the Commander of the Great Eastern steamship; and Mr. Willoughby Smith, the electrician, in commemoration of the successful laying of the Atlantic Telegraph cable.

It should be observed that the American Chamber of Commerce is the oldest commercial association in Liverpool, having been founded in the year 1801, principally through the instrumentality of the late Mr. William Rathbone. The Chamber consists of the principal firms in Liverpool, English and American, engaged in the American trade, which as many of our readers are aware, is the most important branch of commerce in Liverpool. It has also, on several occasions been instrumental in effecting improvements of the mercantile law of this country. The Merchants and Factors Act, of 1842, which effected, in that branch of the law probably one of the greatest improvements of modern time, was originated and finally carried mainly by efforts of this Chamber. The Bill of Lading Act, of 1855, another public measure, by which the remedy of consignees of cargo for damage to goods on shipboard was greatly facilitated, was likewise obtained by the American Chamber of Liverpool.

The medal, of which we give an Illustration, was designed and manufactured by Mr. Wyon. It is of solid gold, weighing more than three quarters of a pound. On one side is represented the Great Eastern steam-ship, in full sail upon the ocean, encircled by the words "Atlantic Telegraph Cable," with the heraldic arms and legends of the kingdom of Great Britain and of the United States of America beneath the ship. On the reverse side is engraved in a scroll cut specially for each of the four gold medals the name of the gentleman to whom it is given, below which are the arms and legend of the town of Liverpool.

MEDAL PRESENTED BY THE AMERICAN CHAMBER OF COMMERCE AT LIVERPOOL TO THOSE ENGAGED IN LAYING THE ATLANTIC TELEGRAPH

The presentation took place, on the 14th ult., at a banquet given by the Chamber to the four gentlemen we have named and to the Hon. C.F. Adams, the Minister of the United States in this country. The entertainment was sumptuously and elegantly prepared in the Law Association Rooms, Cook-street. Mr. William Rathbone, jun. (grandson of the late Mr. William Rathbone, who founded the Chamber) occupied the chair on this occasion; but Mr. Gair, being at the present time the president of the Chamber; also took part in the proceedings. Sir Samuel Canning was, unfortunately, not able to come; but Mr. Cyrus Field, Captain Sir James Anderson, and Mr. Willoughby Smith were seated on the Chairman's right hand, while the American Minister sat on his left. The Mayor of Liverpool, the United States Consul (Mr. T.H. Dudley) and the Vice-Consul, the Hon. C. Fisher, Attorney-General of New Brunswick; Major-General Sir John Garvock; Captain Prowse, R.N.; the Venerable Archdeacon Jones; Mr. Ralph Brocklebank, chairman of the Mersey Docks and Harbour Board; Mr. Malcom Ross, president of the Manchester Chamber of Commerce; and Mr. Hugh Mason, chairman of the Lancashire Cotton-Spinners' Association, were among the guests, and had the occasion to speak in their turns. Mr. Rathbone, who performed the honours of the table with much grace, proposed the health of the "Projector of the Atlantic Telegraph and his Assistants at Laying the Cable," at the same time handing a medal to each of the three gentlemen present, Mr. Cyrus Field, Sir James Anderson, and Mr. Willoughby Smith, who were entitled to receive it. These gentlemen returned thanks, and several other toasts were proposed and acknowledged. A telegram was sent from the dinner-table to President Johnson and received in less than half an hour in Newfoundland.

(end of newspaper article)

The Four Medal Recipients

Mr. Cyrus W. Field

Sir Captain James Anderson

Sir Samuel Canning

Mr. Willoughby Smith

The Atlantic Medal

The four gold Atlantic Cable medals were made by the firm J.S. and A.B. Wyon of 287 Regent St., London. This is the address noted in the correspondence; the address imprinted inside the medal case is "2 Lanham Chambers, London, W." Joseph Shepherd Wyon and Alfred Benjamin Wyon were brothers, members of the famous Wyon family of medallists and engravers.

Obverse: The shields of Great Britain and of the United States, superimposed upon the ocean, with mottoes below. Above is the *Great Eastern* steamship. The Motto beneath the shield of the United Kingdom, "DIEU ET MON DROIT." The Motto beneath the United States shield, "E PLURIBUS UNUM." The central design is appropriately surrounded by an unbroken length of cable. The peripheral legend, "ATLANTIC • TELEGRAPH • CABLE ★ 1866 ★." The medallists' mark, "J.S. & A.B. WYON SC." located beneath the UK motto. SC is an abbreviation for the Latin *sculpserunt* "they engraved it."

Reverse: The central design on a field of stars has two laurel branches above, the recipient's name inscribed in a frame in the center and at the bottom, the arms and motto of the city of Liverpool. The motto inscribed on ribbon, "DEUS NOBIS HAEC OTIA FECIT." The central region is surrounded by an unbroken length of cable. The peripheral legend, "PRESENTED BY THE AMERICAN CHAMBER OF COMMERCE • LIVERPOOL ★." The medallists' mark, "J.S. & A.B. WYON SC." located beneath the frame. The inscription on the illustrated medal is "TO SIR SAMUEL CANNING."

A first hand examination of the medal shows it to be bronze with a heavy gold plating, gilt, not solid gold. The medal is 76 mm in diameter, which is 3 inches. The edge is plain and the alignment is what is referred to as "medal alignment" in the US: if rotated on 12 to 6 o'clock axis, both the obverse and reverse are upright. The medal weighs 206.8 grams, (7.29 oz avoirdupois, 6.50 oz troy). If the same size medal were of 22k gold it would weigh approximately 432 grams (15.4 oz avoirdupois, 13.9 ounces troy) using relative density of bronze 8600 kg/cubic meter and gold at 19320 kg/cubic meter. There is no apparent correlation of the medal's weight with the Illustrated London News account, curiously however, the medal with case weighs 12 ounces avoirdupois, which is three quarters of a pound.

In addition to the four gold medals recorded in the documentation there is a silvered medal, without engraved name on reverse, possibly a trial strike, in the collection of the National Maritime Museum in Greenwich England. The medal is cataloged as number MEC1293 and illustrated on the museum's Web site: http://www.nmm.ac.uk/ and image at: http://www.nmm.ac.uk/collections/explore/object.cfm?ID=MEC1293 (accessed 1 July 2006).

Catalog Citations

The medal is mentioned, but not assigned a catalog number, in *Spink's Catalog of British Commemorative Medals 1558 to the Present Day with Valuations* by Daniel Fearon, 1984. The listed item, #317.3, is a 26 mm bronze medal dated 1866, the subject medal is mentioned under this entry as "A much larger medal (79 mm) was made by J.S. and A.B. Wyon for presentation by the American Chamber of Commerce, Liverpool." Laurence Brown lists the medal, without illustration, as catalog number 2867 in his book, *British Historical Medals* in volume 2. Known in silver and in bronze, 76 mm. Additionally Brown cites catalog number N/20 in *British and Foreign medals relating to naval and maritime affairs* by the Rt. Hon. the Earl of Sandwich (2nd edition, London, 1950).

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NI

Terms Used in Coinage
Christopher Carson NI #2636

AR
The common symbol for silver, also found as a ligature. The chemical symbol is Ag, which is likewise an abbreviation of Latin *argentum*.

Silver (Ag)
Silver is the most lustrous of all metals, and its perfect whiteness is all the more surprising when one realizes that above and below it in the Periodic Table are copper and gold, the only two metals to have a definite color. Less dense (specific gravity 10.5), less chemically resistant, less ductile and malleable, less rare, and less soft than gold, silver is also less valuable. Its value is sufficiently great that a quantity of silver useful in ordinary transactions is not awkwardly large, but not so great that such a quantity is inconveniently small, and so throughout history it has tended to be the money metal par excellence. In fact, in many languages the word for silver means money, by colloquial usage if not formally. In recent times silver has vanished from circulating coins, unable to withstand the combined assaults of depreciation and the trend toward managed currency, but it remains in commemorative and bullion pieces. The chief importance of silver in the last century has been its role in photography, which relies on the photosensitive properties of silver salts for its operation; additionally, silver is the best electrical and thermal conductor among the metals, and the product of its corrosion is typically the conductive sulfide, which gives the white metal a certain importance in electronics.

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Member Notices

Fred Knust, Box 2. Mason, MI 48854, USA. e-mail: KNUSTPA@YAHOO.COM
For Sale Item: 63 plaster casts of Ottoman, Umayyad and Georgian coins dated from AH 102 through AH 1272. The coins are from modern Armenia, Azerbaijan, Georgia, Greece and Turkey. The casts were made by an émigré Armenian prior to World War I, mostly at the British Museum, some of which are plate coins from the British Museum Catalogues. A list of the accompanying handwritten tags in German is available from Fred Knust.

VIET NAM WANTED. 100 Dong Silver UNICEF, KM 60, 1997-dated, and 100 Dong Silver Barcelona w "XXV" before "The" on the reverse listed only in Schon as 718P. Both are non-circulating legal tender coins likely sold in a plastic capsule. I would like to purchase them, to include the capsules, and any paperwork with them too. If you do not have one or both of these coins for sale or trade, I would like to know of each piece in a collection or dealers' stocks. Please contact me, Howard A. Daniel III, at HADANIEL3@MSN.COM or at P.O. Box 989, Deltaville, VA 23043-0989 USA.

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